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		field in line with the flight control building. The planes which pointed to the south were arranged in the following groups from west to east: 6 type-27s, 1 type-30, 5 type-27s and 6 type-27s. There were definitely no other jet bombers at the field.	*
	2.	A mast about 3 meters high was bring erected just east of Krausnick radio installation. On top of the mast, there was a crossbeam which was about 1.5 meter long and pointed in a north-south direction. A red lamp was fitted on the north end of this crossbeam, and a green lamp was fitted on its south end. These lamps were switched on during night flying.	•
* •	3.	The previously reported excavating work on the northern edge of the field was still in progress.	
25X1 25X1	4.	On 20 May, about 15 trucks and 8 AA guns of about 80-mm caliber were observed on the concrete apron at the southwestern end of the southern taxiway. The AA guns were not covered with tarpaulins, Trucks were observed at the field.	25X1
25X1	<u> </u>	At 9 a.m. on 26 May, 17 type-27s and 1 type-30 were parked at the field. There was no flying throughout the day. Intensive night flying started in the evening.	
		Detween 8 a.m. and 4:30 p.m. on 27 May, individual take-offs were made by type-27 jet bombers. The sky was overcast; there was sunny and cool weather. After 10 a.m., four individual take-offs were made by type-30 jet bombers. The windows of the front cabins were veiled with pieces of cloth. On 28 May, there was no day or night flying. Eighteen jet bombers covered with tarpaulins were parked in front of the flight control station.	25X1
25X1	6.	About 10 a.m. on 29 May, four jet bombers including a type-30 took off individually. After each landing, the plane taxded of the runway to the take-off point. Several individual take after recommendations.	25X1
25X1		landed at the field. About 8 p.m., a type-27 landed at the field. About 8 p.m., intensive night flying started. The explosion of three bombs was heard. About 10 p.m., a truck loaded with bomb crates moved from the ammunition dump to the runway. Flying still continued at midnight. Betwenn 6 a.m. and noon on 31 May, there was no flying. At 8 a.m., the tarpaulins were removed from the fuselages of all planes. A dark tool box, 80 x 100 x 150 centi- meters, stood beside each plane, and two or three men worked on each craft.	25X1
	4	three men worked on each craft.	25X1
	7。	On 28 May, 12 x 85-mm AA guns were located about 750 meters east of Brand. The 4 x 37-mm AA guns and the covered computers which were provided by located there were no longer observed. ***	
	8.	The western half of the northern taxiway was completed by 31 May. Concreting work on the excavated eastern section was to start on 4 June. This work was scheduled to be completed by about late-June.	
25X1	9.	plans for construction work at Brand airfield. *** Construction plans for the gun adjustment pit had not yet arrived. Excavation for the approach road, which was to be 490 meture long, was completed. The plans for this road were available.	

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- 10. All the hardstands along the southeastern section of the south taxiway were concreted. The dispersal area in front of the flight control building which was to be extended was not yet surveyed. It appeared that the unit at the field waited for the completion of the northern taxiway in order to park its aircraft there.
- 11. The following information was available on the second construction project:
 - a. Five low wooden billets for PM were completed. They were not yet turned over for use because of the absence of Major Mironenko (Mal).
 - b. The foundations for the low mess building were completed.
 - c. Four barracks, including three used as billets for officers and one office building, were completed except for the outer plaster work.
 - d. The foundations of an officers' building were completed. The framework was to be finished by 6 June 1952.
 - e. The foundations of the hospital were completed.
 - f, The framework of 3 PM barracks, I temporary mess building and I sick room was completed. Three buildings were part of the construction project south of the cantonment for which the contract had been placed on 17 April 1952. The buildings mentioned were urgently required for personnel who were temporarily stationed at the field. No plans were available for the garages in this construction project.
 - g. Work on the second garage in the main area was to start in the first week of June. After completion of the garage, concreting was to be done on the aprens in front of the garages.
 - h. The rear N-S connecting road was completed.
 - All the objects under construction will be completed with the available work force by the end of June 1952.
- 12. Although construction plans were available, work was not yet started on two flight control buildings and two guard houses in the area of the garages. Decause of the lack of construction plans, work could not start on the instruction building, the laundry, the maintenance buildings, the oxygen station, the compressor station and the battery station.
- 13. No improvement work was being done on the fuel dump since tanks suitable for instalment had not yet arrived. Data on the size and type of the required tanks were not known.
- 14. On 31 May, the construction management ordered that the 100 bricklayers be immediately increased to 160. After a temporary stoppage in the brick supply, sufficient construction material arrived at the field. Then the labor force was engaged to capacity, building material stored at the field was sufficient for 8 to 10 days aboveground construction or for 8 days concrete road construction except for cement which was sufficient only for 4 days.

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15.	During the last week of May, 209,000 eastmarks were received from Wuensdorf Kech Office and 1 million eastmarks from Soviet construction staff in Merder. After deducting these figures, there were still 1.5 to 2 million eastmarks of outstanding claims, were	
16.		25X1
*	Comment. The information contained in paragraphs 1 through 5 partially confirms and supplements previous reports on air activity by the bomber regiment at Brand airfield. Noteworthy is the information that night flying, which started in mid-May, still con-	
**	tinued, sometimes rather intensively, in the second half of May. Comment. The information on the presence of 12 x 85-mm AA guras which is reported for the first time are being made to clarify the present location of the battery of	25X1
****	37-rm guns. Comment. The information in paragraphs 8 to 15 gives a good picture of the sistus of construction work and the tentative dates of completion.	

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